MORE AND ORIO RAILROAD. DISPUTED OWNERSHIP OF THE ARMORY PROPERTY AT HARPER'S FERRY-BILL OF EJECTMENT FILED BY THE ATTORNEY-GENERAL-THE COMPANY'S CLAIM UNDER AN AGREEMENT WITH VAN BUREN'S SECRETARY OF WAR-A SUIT WITH

FLAVOR OF AGE. FROM THE REGULAR CORRESPONDENT OF THE TRIBUNE. WASHINGTON, Jau. 5 .- The controversy between the United States Government and the Baltimore and Ohio Railroad Company in regard to the title of the Armory property at Harper's Ferry has taken a new and interesting turn. The Attorney-General filed in the Circuit Court for the District of West Virginia, on Friday. a bill of ejectment to compel the Baltimore and Ohio Company to vacate the Government property at Harper's Ferry now occupied by its tracks and shops, and a copy of the bill will be served on the officers of the Company in Baltimore to-day or to-morrow. The following is a full copy of the bill, and it contains a complete history of the controversy:

To the Judges of the Circuit Court of the United States for the District of West Virginia: The United States of America: Francis C. Adams of Washington City and District of Columbia, and a citizen of the said District; Samuel P. Brown of the same place, and citizen of the said District; Cituton Lloyd of Leesburg and a citizen of the State of Virginia; William B. Webb, National Control of the State of Virginia; William B. Webb, National State of Virginia; William B. W District; Samuel F. Brown of the same place, and citizen of the said District; Clinton Lloyd of Leesburg and a citizen of the State of Virginia; William B. Webb, Nathaniel Wilson, and George H. Flant of said Washington City, citizens of said District, and the Harper's Ferry Water Power and Mannfactoring Company of West Virginia, duly organized and doing business and having a corporate existence under the laws of said State of West Virginia; bring this bill of complaint against the Baltimore and Ohio Ruilroad Company, the same being a company guly organized and now having a corporate existence and doing business in the States of Maryland and West Virginia under and by virtue of an act of the General Assembly of the State of Maryland, Chapter 123, entitled "An act to incorporate the Baltimore and Ohio Raiiroad Company," passed on the 28th day of Pebrusty, 1827, and the several acts amendatory thereof and supplementary thereto, and under and by virtue of an act of the General Assembly of the State of Virginia (of which last mentioned State the present State of West Virginia on said 28th day of Pebrusry, 1827, and prior thereto, and until the 31st day of December, 1823, formed a party passed on the 8th day of March, 1823, and entitled "An act to confirm a law passed at the present session of the General Assembly of Maryland, entitled "An act to incorporate the Baltimore and Ohio Railroad Company, and other acts amendatory thereof and supplementary thereto." "And therefore your orators complain and say, that in the wars 175 and 1757, George Washington, the Fresident of the United States of America, and his successor and assigns forever, under and by virtue of sundry conveyances became seized as of fee for the use of the United States of occamination to be the owner of the said lands and preniess from the year 1756 and 1757, George Washington, the Fresident of the United States, of a long number of years as a site for a musket factory, armory, and water-power purposes; that your said orator, having discontinued the u

erry on certain terms and conditions thereta mentioned and prescuted.

That in accordance with the provisions of said last-mentioned act of Congress the Secretary of War did cause to be published a public notice of the time, terms and place of the sale contemplated by said act of Congress to be made, and did cause the lands, tenements, and water privileges aforesaid, embracing the said property so purchased as aforesaid for your orator, the United States, by the said George Washington, to be sold at public sale at Harper's Ferry aforesaid on the 30th day of November, 1809; that at the said sale that portion of said property hereinbefore mentioned, and which was designated on the map used at the said sale shot No.1, being the water-power entire of the Potomac River, as held by the United States, embracing sites of the old armory buildings or musket factory. Byrne's Island, and all that strip of land and bluff berdering on the Potomac River, and lying between said river, and streets and lots, as laid down on said map of 1809; also, islands A. B., and C. in the Potomac River, as exhibited on said map, with all the privileges and appurtenances thereto belonging. were sold to the said Francis C. Adams, who became the said state of the same at said public sale, made on the said 31st day of November, 1869, at the price of \$176,000. That in accordance with the provisions of said act of Congress of the 13th day of December, 1868, the said Francis C. Adams did execute and deliver to the said United States his two several promissory notes, dated Dec. 31, 1869, in which said notes, for value received, said Adams promised to 176,000 it being reother, beech af coustagrantable the sine was, what one of the, "Beech of colls, arration of the same was, what one of the, product of the water power entire of the Potomac River, &c., &c., lot No. I, before mentioned, and that the vendor's hen of the said United States upon the said water-power entire of the Potomac River and jot No. I was retained till the full payment of the purchase-money; and as required by said act of Congress directing said sale, the said Francis C. Adams as principal, and Samuel P. Brown, Clinton Lloyd, William B. Wolb, Sathaniol Wilson, and George H Plant as survives, on said 31st of December, 1849, executed and delivered to your orator, the said United States, their joint and several bonds, scaled with their seals, and dated Dec. 31, 1899, whereby said principal and survives acknowledged themselves bound unto your orator, the United States, in the sum of \$176,009 aforesaid, which said bond is now on file in the Treasury

States, their Johnt and several bonds, scaled with their seals, and dated Dec 31, 1893, whereby said principal said sureless acknowledged themselves bound into your orator, the United States, in the Sing of 316,000 aforesaid, which said bond is now on file in the Treasury Department of the United States, at Weshington City, in the District of Columbia, together with the promissory notes above mentioners.

And your orators further say that the said Francis C. Adams, having failed to pay the said United States either or any part of either of said hotes, or any part of said bond, sixhough each and all of them have lung since been due and payathe, and that the said Sannel P. Brown, Chuton Lloyd, Wilkiam B. Webb, Natamiel Wilson, George H. Plant, &c., &c., have ean and every one of them failed to pay the real debt of said bond, or any part thereof, or of either or any part thereof of the said notes, your orator, the said United States, on the 18th day of September, 1873, dd, upon a bill fliel for that purpose, obtain a decree to be passed by the said District of West Virginia for the sale of the lands, tenements, and water privileges beredolore described as having been purchased by the said Francis C. Adams, for the purpose of satisfying said, vendor's lien of your orator, the United States to the said ones of the said real payar orators further say that on the 5th day of November, 1853, by a certain pretended memoranium of agreement, purporting to have been made by and between Joel R. Poinsett, then Secretary of war of the United States, and Louis McLane, then President of the Baltimore and Ohio Railroad Company to locate, construct, maintain, and keep that part of the main stem of their railroad, which it was then proposed to construct westward from the viaduct that existing at Harper's Ferry, along and through the aforesaid innot and premises bereinbefore described as having seen purchased of one Patrick up as a part of the main said track upon the said real construct, maintain, and keep that part of the main sai

are further informed and believe that said cloud upon the title of said Adams cannot be removed and the title to said real estate settled and the possession of your orator, the said Adams, or of the United States, or of parties who may purchase at the saie to be made under said decree as aforesaid requested at law, nor can the debt of the said Adams to the said United States or realized without a multiplicity of actions and harrassing and vexations higgainous, an which is contrary to equity and good consequence.

good conscience.

To the end, therefore, that the defendants may, if they can, show why your orators should not have the relief herein prayed for, your orators pray that the defendants may upon eath, according to the best of their knowledge, remembrance, information, and ochet, tuit, true, direct, and perfect answer make to the interrogatories following, that is to say:

1 Did not the pishiniff, the United States, in or about

true, direct, and period answer make to the interlogatories following, that is to say:

1. Did not the pisintial, the United States, in or about
the years 1796 and 1797, by means of the sandry conveyances, shown by Exhibit A, become seized and possessed
of the lands, tenements, and hereditaments hereinbefore
first described; and mave not the United States been in
full and uninterrupted possession of the same from that
time until the defendants constructed their railroad
track thereon, under and by virtue of the supposed
flocuse so to do, supposed to have been confirmed by
said pretended memorandum or agreement hereforce
continued.

authority, and power supposed to be contained in said pretended agreement between said Poinaett and McLane hereinbefore mentioned, and under the deed of conveyances to them from said Patrick Byrnes!

3. Do the defendants claim the right to construct, build, maintain, and keep the tracks of their said railroad over and upon the said lands, tenements, &c., &c., under and by virtue of any other deed, instrument, power, right, license, or authority, and if yea, under what authority and what manner do they claim said power and license!

4. How much and what part of said lands and tenements purchased by the said Adams as aforesaid is

what authority and what manner do they claim said power and license!

4. How much and what part of said lands and tenements purchased by the said Adams as aforesaid is claimed by said defendants, and by what title and when secured! And your orators pray that by a decree to be made and rendered herein by this honorable Court, the aforesaid pretended memorandum of agreement may be determined and held to be void and of no affect, and thereby the cloud impending over the title of the said Francis C. Adams be removed; or that after the estail hisment of the right, in such manner as this Court may direct by final decree to be by them rendered, the said Francis C. Adams and such parties as may purchase at the saie so ordered to be made as aforesaid may be quieted in their trilo and possession of the lands and tenements and premises aforesaid, and all obstructions to the full and peaceable enjoyment of said lands and premises by said Adams or those persons who may become the purchasers of said lands at said sale, as to be made under the decree aforesaid, may be removed; or that if your orators be mistaken in the special relief hereby prayed for, such other and further relief be extended, or decree rendered in the premises, as the nature of the case may require.

May it please this honorable Court to grant unto your

decree rendered in the premises, as the institute of case may require.

May it please this benerable Court to grant unto your orators, the United States, writ of subpena, directed to the said Baltimore and Obio Railroad Company, commanding them to be and appear in this honorable Court in the time and manner prescribed by the rules of the Court, then and there to make answer to this bill, and to demand what this honorable Court shall order and direct in the premises.

THE CHEAP TRANSPORTATION PROBLEM.

WHAT THE GRANGERS ASK OF CONGRESS-NO APPRO PROPRIATIONS FOR NEW WATER LINES OR RAIL-ROADS EXPECTED-REMOVAL OF THE OBSTRUC TIONS FROM THE MISSISSIPPI THE MOST IMPORT-ANT STEP TOWARD REFORM-GOVERNMENT CONTROL OF RAILROAD TARIFFS URGED.

FROM A REGULAR CORRESPONDENT OF THE TRIBUNE. Washington, Jan. 4 .- An Iowa Congressman when asked recently, what practical steps the supporters of the cheap transportation movement asked Congress to take to accomplish the ends sought by them, replied that in the present condition of the National Treasury no large appropriations were expected to open new water lines to the Atlantic or subsidize railways; but that there were three important things that Congress could do to relieve the farmers of the West. The first thing was, he said, to free from all obstructions the great natural highway of the whole interior of the Continent to the sea, namely, the Missis sippi River. The mouth of the Mississippi is so obstructed by bars as to make it impossible for vessels of deep draught to enter, except at favorable tides. If the best way was to remove these bars, it ought to be done at once, he thought, even if the undertaking should be a very costly one. The fact is that the removal cannot from the names of things, be permanent. If the pro-posed Fort St. Philip canal should be thought by engineers the better plan, it should be begun at once.

Free access to the ocean having been thus secured to the entire Mississippi Valley, the second thing for Congress to do was to enable the shippers of produce to reach the river with their freight at a cost that would make it possible to ship it by that route, and this could only be done by legislation to prohibit the railways from making discriminating charges. At present the roads that traverse Iowa discriminate in their freight tariffs against all the towns upon the Mississippi, in order to compel the transportation of produce over their lines to the East. The charge per bushel for grain from interior towns to Burlington, Dubuque, or Muscatine, is in grossly unjust proportion to the through rates to Chicago and New-York, so that the shipper is not benefited by the cheap rates upon the river and cannot avail himself of them.

The railroads must also be restrained from dis criminating against the North and South lines that mtersect them, because the Upper Mussissippi is frozen in Winter, and an important feature in the cheap tran-sportation programme is the transfer of freights in Winter from the great East and West trunk lines to the lines running southward to points on the river from whence there is open navigation southward all the Winter. The third thing asked of Congress is legislation to secure reasonable rates on live stock from the West to New-York. The grain of the Mississippi Valley can seek the markets of the world by way of the river and the ocean if all obstacles to its shipment by this route are removed; but the cattle and hogs must go to New-York, and must go by rail. The Granges demand that Con-gress shall provide for such supervision and control by national authority of the rates of freight charged upon live stock as will make them reasonably profitable to the railway companies, and at the same time enable the

It will be seen that the foregoing plan, which is put forth by a gentleman thoroughly conversant with the Grange movement, involves no expenditure of Government funds except for the opening of the mouth of the Mississippi, and for this purpose, it is argued, sufficient means can be obtained by cutting off the usual annual appropriations for dozens of petty harbors which bene fit only unimportant localities. The power to regulate rates on railways traversing more than one State, although never asserted by Congress, has always been claimed by many of the ablest constitutional lawyers. There is little doubt that at least a beginning will be power. The Western members are almost unanimous in favor of some such measure as that introduced by Mr McCrary of Iowa, the Chairman of the House Committee on Railways and Canals, creating a Government commission to revise freight and passenger rates on all roads running from one State to another, or traversing a number of States.

TOWN ISSUES OF RAILWAY BONDS. THE UNITED STATES SUPREME COURT DECLARES THEIR VALIDITY-OPINION OF BANKERS IN RE-

GARD TO THE EFFECT OF THE DECISION. The recent decision of the United States Supreme Court, affirming the validity of certain town onds issued in aid of a railroad in the State of Illinois. is a subject of considerable comment among Wall st. bankers and brokers. The case in question, they say, has all the attributes and effect of a test case, and the decision consequently covers about every litigation now pending or likely pudiation of their railroad bonds by the towns which issued them. The defense raised by the town in question, that the bonds were illegally issued, is claimed to be the very strongest defense that can be presented in any case of the kind, and as the Supreme Court has de clared that defense insufficient there remains no other alternative for recussut towns than to manfully meet their obligations. There are very few railroads in the country that have not received aid to some extent by the issue of bonds by the towns along their lines. It has very generally occurred that the towns have tendered such aid very enthusiastically, in order to secure the passage of railroads through their borders. When the road is finished, however, and the interest on the bonds is demanded, or the principal falls due, the towns frequently experience a reaction, and from an enthusiastic tender of money aid proceed to a discussion enthusiastic tender of money aid proceed to a discussion of means for withholding payments altogether. The pretense of fraudulout issue has hitherto been the strongest and most popular argument for repudiation. With that plea, a number of towns have gone into the courts, before the case in question was decided, for the purpose of relieving themselves of their debts, it is not known whether any such cases have been carried up to the Supreme Court before, but it is believed that this is the first where such an important principle was laid down. The decision will favorably affect a great many bankers and bondholders throughout the country, but will not affect in any way the railroads in whose aid the bonds. They sell them at once, often at a low rate because of the feeling of insecurity growing out of these frequent littinging of insecurity growing out of these frequent littingions; and while repudiation might very seriously affect the innocent bondholder who bought the bonds as an investment or on speculation, it would in no way relard the building of the railway or have an influence against the practical benefits which a town received from the passage of the railway through it. The decision will probably have much influence wherever the building of a new railroad is proposed, by teaching town autoorities that promises made in moments of enthusiasm, though repented afterwards, must be fulfilled; and a further political influence on elections, as enforcing the rule that the people are financially responsible for the acts of their agents. The basis of the decision is that even irregularities previous to the fraudulent issue cannot make worthless the bonds in the hands of an innocent holder, a maxim that has always held good in relation to the issue of commercial paper by business mea.

The amount of town bonds in existence is beyond of means for withholding payments altogether. The paper by business mea.

The amount of town bonds in existence is beyond

The amount of town bonds in existence is beyond computation except by an exceedingly complicated and uncertain process. There are certainly many millions of dollars' worth of them held in this city against towns of this Siate as well as other States. The records of Legislatures are filled with special acts authorizing towns to issue bonds in aid of railroads. In Western States the system of towns issuing bonds has been more practical than in any other part of the United States.

BONDHOLDERS IN CONSULTATION. THE ST. LOUIS AND ST. JOSEPH RAILROAD.

A large meeting of the first mortgage bondolders of the St. Louis and St. Joseph Railroad was held yesterday afternoon at the Astor House, S. A. Chase of Fall River presiding. Nearly three-quarters of the outstanding bonds were represented, or, in amount, about pentioned?

2. Definot the defendants enter into said bonds, tenescouts, and hereditaments, and build and construct the standing bonds were represented, or, in amount, a standing bonds were represented, or, in amount, a \$753,000. The meeting was called to take a process of their road thereon under the supposed license. decided action in anticipation of a sair of The meeting was called to take some

railroad—advertised to take place on the 18th inst.—in the interest of the bondholders. W. K. Mead of this city, N. E. Gouldy of Newburgh, N. Y., and others, made remarks upon the present condition of the road, the earnings and expenditures, with a view to forming an opinion as to its probable worth. After some time spent in this discussion, a resolution was offered by C. W. Hassier, to the effect that, in the printen of the meeting, the road should be bid in at the coming sale by the bondholders. An amendment was offered providing that some stated sum should be mentioned at which the bondholders would be willing to take the property. The resolution and amendment were referred to a committee, who reperted against the amendment, and the resolution was then adopted. A committee consisting of S. A. Chase of Fall River, W. K. Mead of New-York, N. E. Gouldy of Fall River, W. K. Mead of New-York, N. E. Gouldy of Newburgh, N. Y., C. W. Hassler, New-York, and Mr. Gillison of Poughkeepsie, was then appointed to carry out the provisions of the resolution, and to take the necessary steps toward the reorganization of the affairs of the road. This Committee will act as a Board of Trustees for the bondholders in the matter of the purchase. They will meet from day to day, until some plan is agreed upon properly securing the interests of the others. This statement will be offered to each for eignature, and the Committee will then know the amount they represent, and be guided in the matter of the purchase.

RAILWAY SYSTEMS OF THE UNITED STATES. The Railway Monitor contains a table of all the rankways of the United States, the number of miles of track of each, the number of locomotives and cars of each class, their liabilities, cost, earnings, &c. From it it appears that the total mileage of railroads in the United States is 71,564 miles; the total amount of single track laid, including second track and sidings, is 85,076 miles; the whole number of locomotives is 14.223; the number of cars for passenger trains is 13.725; cars for freight trains, 338,427; capital stock paid up. \$2,072,251,954; funded and floating debt, \$1,999,741,597; cost of road and equipment, \$3,728.416,958; the total miles of road operated equipment, \$3,728.416,958; the total miles of road operated on which the reported earnings are based, \$4,54 miles; gross carnings on that mileage, for the latest year obtainable, \$478,885,897; net earnings over operating expenses (but not over and above interest and dividend payments) \$17,435,913 mover and above interest and dividend payments) \$17,435,913 mover and the number of miles of railroad operated in each of the several States and Territories in 1872, and at the close of 1873, and the number of miles built in the latter year:

Maine. Miles. 72. Built. 73. Miles. 73. Maine. 391.5 44.0 39.55 54.0 39.55 73.1 886.8 73.1 73.	iles built in the latte	ASSESSED BY	ATES.	
New Hampshire	States and Territories.	Miles, '72.	Built, '73.	Miles, 73.
New Hampshire	Maine	891.5	44.0	
Vermont	New-Hampshire	822.7	10.4	
Macachesetts. 1,625,0 113,7 178.7 Macachesetts. 1,625,0 113,7 1798.7 Model Initial 133,2 36,9 170,1 136,3 305,3	Variable	736.3	57.9	794.2
Rhode Island 133.2 36.9 170.1	Managhranita	1.625.0	113.7	1.738.7
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Total			29.7	928.0
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Colorado Territory Colorado Certifory Colorad		SIDDLE STATI	ES.	S SPACE CONSTRU
New Jersey	New-York	4.884.9		
Penny Yania 222.7 15.9 228.7	Nam Larger	1.343.7	69.5	
Delawire 202.7 16.0 2.87	Pennsylvania	5,432.5	4129	
Maryished and District of Columbia	Delaware	222.7	16.0	2:19.7
Octobable	Maryland and District			44000
West Virginia	of Columbia	865.4	69.7	
Wastern State And Terrationies April 1988 Michigan 3.923 8 192.9 4.115.8	West Virginia	493.3	****	493.3
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Note	Minnesota		9411.7	3 844.4
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Wroning Territory	Kansas	1.001.5	1191	1 960 2
Wooning Territory	Nebrasks	1,147.3	100.0	0 000 7
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Dakota Territory 251 0 105.0 1	Wroming Territory	454.0	40.0	
Dakota Territory 251 0 105.0 1	Utah Territory	376.0	71.0	997.0
Indian Territory				201.0
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Virginia	Total	32,148,7		33,995.9
North Carolina	-	打架 经重算器 医工术子	EL.	
Flortida	Virginia	1,504.7	39.5	
Flortida	North Carolina	1,263.5	17.1	
Flortida	South Carolina	2,261.2	62.0	
Flortida	Guorgia	2.180.4	21.0	
Alabama	Mintiga	Section 4	2272	
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Tennessee 551.5 97.3 1618.4	Kaninghy	1.195.7		1,396.7
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Nevala 569.0 569.0 569.0 Washington Territory 55.0 51.0 106.0 Total 2,412.3 259.0 2,671.3	California	007.0	10.0	
Total	Oregon	500.0	10.0	
Total	Nevals	363.0	61.0	
Total	Washington Territory	55.0	51.0	400.0
G 17541 67 374 0 4 190 9 71 564 9	Total	2,412.3	259.0	2,671.3
	Caral Total	67.374.0	4.190.9	71,564.9

BAILROAD NOTES.

The Engineers of the Pennsylvania Central at Jersey City are still waiting quietly the result of the meeting of the Brotherhood in Philadelphia. General Superintendent Jackson says there is no apprehension of any strike among the men on this end of the line.

The Paeblo and Salt Lake Railway Company, a new corneration proposing to build a railroad elected Moses Anker President; M. D. Thatcher Vice clected Moses Afficer President; 3. D. Inducter Vice President, Jeffenson Reynolds Treasurer, and a Board of Trustees composed of leading bankers, merchants, and business men of Southern Colorado. The distance from Pueblo to Granada, the present terminus of the Atchi-son, Topeka, and Santa Fé Railroad, is 125 miles.

Judge Tipton, sitting in Chambers, at Bloomngton, Ill., last week, heard the arguments of counse in the case of the application of the stockholders of the Gilman, Clinton and Springfield Railroad Company for the removal of Receiver Hinckley. The counsel for the receiver made a point that a judge sitting in Chambers had no right to vacate an order made in open court, and to this view Judge Tipton assented. The Judge also said that the election of the new Board of Directors did said that the election of the new Board of Directors dis not in any way affect the status of the case, as the Mor gan Improvement Company, whose stock is the whole and the contention, still has power to elect such tors as it chooses, and it is fair to presume that the new Board represents this Company. The Judge said is was not a question of personsi purity. The direct ques-tion was who had the bona fide stock of the road.

CURRENT DISCUSSION.

THE GENEVA AWARD.

Months ago, we ventured the prediction that Months ago, we ventured the prediction that deer the Geneva award, honest, equitable and loyal chainants would find a serious obstacle in the action of the Government itself. If the current correspondence from Washington is to se credited, this is about to come to pass. A correspondent of The New-York Training writes that more than one legislative plan is maturing to this end, differing in the constitution of the adjudicating tribunal, but entirely in accord in rejecting, without hearing subrogated claims, and by other modes securing to the Government a large residum. Bad and dishonest as this is, it is not all, and in order that we may fall into no possible error we quote: "There it another plan, which begins to have a few advocates, and that is, not to distribute the money stall, but to cover it all into the Treasury, as most properly belonging to the Cunted States." Now what is this—putting aside the audicolous wrong to the claimants—but a gross ing to the United States." Now what is this—putting aside the audacious wrong to the claimants—but a gross fraud on the Tribunal, once so bespattered with praise, and a trick to turn the whole fund over into the Treasury, and thus obtain by indirection the consequential damages the arbitrators rejected. Everybody remembers the huge volumes of printed exhibits at Geneva, filed, column after column, with statements of these very claims. Nobody believes for a moment that, but for these claims, a dollar would have been awarded. There was especial duplicity, if this rumor have any foundation, in persuading the Arbitrators, under precense of the insurance difficulty, to award a round sum. That august tribunal title dreams that in doing this they were enabling the suading the Arbitrators, under precense of the insurance difficulty, to award a round sum. That angust tribunal little dreamed that in doing this they were enabling the Government to refuse to pay all claims. Yet this is the necessary result, if the pian we allude to be carried out. Its very suggestion is a discredit.

necessary result, if the plan we allide to be carried out. Its very suggestion is a discredit.

SOUTHERN ECONOMY.

From The Country (G.) Sun.

We copy an article on this subject from The New-York Tribune, more as an encouragement for our people than for any other cause. It contains nothing new in its suggestions as to what the South needs, for we have all been long convinced that we want just what The Tribune and the correspondent whom it quotes have discovered to be our true policy. In a word, we need an improved plantation economy which will produce less cotton and more grain, and a great addition to our manufacturing industry—particularly the cotton manufacture. The encouragement to us lies in the fact that intelligent and influential Northern men perceive the great opening which there is at the South for manufacturing enterprises and the greater profits which Northern manufacturers could reap by coming to the South with their spindles, looms, print works, founderies, workshops, &c. Everywhere throughout our Southern country there are thousands of people—white and black, adults land children, male and female—who would rejoice at an opportunity to work in a cotton factory. Many of them are incapacitated for any other work that is not over-crowded. A more extensive system of manufacturing would not only diversify our industry and thus divert labor from tated for any other work that is not over-crowded. A more extensive system of manufacturing would not only diversify our industry and thus divert labor from the planting of cotton, but it would add very largely to the productive force of the South, and of course to its wealth. One great difficulty in the way of our recuperation, after the war had swept away all our wealth and deranged all our labor, was the lack of industries that could afford work for all classes among us that needed occupation. Had the needy women and children, white as well as black, found such work for their hands to do, six or eight years ago, very different would have been the condition of our unfortunate section to-day.

A HEAVY JOB.

been the condition of our unfortunate section to-day.

A HEAVY JOB.

From Tas Nambelle Union and American.

THE NEW-YORK TERBURE Says "the Hon. Alexander if. Stephens has begun to write letters to all of the Southern papers which have found fault with his special on the Saturern papers which have found fault with his special on the Satary bill. As they are nearly all against him, the job promises to be a heavy one." It is to be regretted a Southern statesman of Mr. Stephen's experience and power should take a wrong position on a question of so much moment as that of high salaries for public servants. The principle on which the matter rests is far more imperfal than democratic. Washington and his associates were sound republicans, and they carried on the Federal Government eight years with equal purity and success with salaries so low that the tax on the people was very nearly §1 a head, being in round numbers, \$4,000,000 for 1,000,000 inhabitants. Is there greater purity or more wisdom now, funder the importal salaries and disbursacients of Get. Grant and his party, who systematically tax the nation to the extent of \$4.59 a head for every man woman and child within its limits?

THE BANKRUPT LAW.

A LETTER TO SENATOR THURMAN. THE OFFICE OF REGISTER EXPENSIVE AND USELESS-

FRES TOO HEAVY-THE LAW OF GREAT UTILITY, BUT IN NEED OF AMENDMENT. The following letter has been addressed to

enator Thurman by a lawyer of this city: NEW YORK, Dec. 31, 1873.

MY DEAR SIR: I would respectfully call the at tention of the Committee having in charge the contemplated amendment of the Bankruptey act, to one of

two matters which, if they have not already received

the notice of your Committee, are deserving of earnest

In theiftest place, the system of Registers in Bankruptcy should be abolished, and all matters intherto referable to them should be referred to the various United States Commissioners. The quasi-judicial powers conferred on the Registers have given some of them an idea of self-esteem and autocratic dogmatism not originally contemplated by the act, and in the matter of fees, their charges are extravagant, without conscience, and often without authority of law. Now, by giving their powers to the United States Commissioners and limiting the fees to those which the latter are entitled to charge in all matters now referable to them, one of the great sources of annoyance so prevalent in practicing in the Eankruptcy Court would be substantially abated. I would furthermore permit affi lavits and de-positions which may be used in the Bankruptcy proceedings, to be sworn before any U. S. Commissioner, U S. Clerk of Court or notary public duly authorized and

missioned to take oaths. A further and greater annoyance to the profession the heavy tariff of fees imposed by the bankruptcy clerks. Items are dug up from the most hidden receses, and charges for supposititions services follow each other in countless array. The clerks' fees are entirely too high. Give them a respectable salary, and cu down all fees one-half at least. The United States Marshals and their clerks should fall within the same category. If a debtor has any property when a petition is filed against him, let the expenses be so light that his ereditors may share a respectable dividend on their claims. In the case of a voluntary petition, let the charges be even less than in the former instance.

One of the greatest benefits secured by the Bankruptcy act is the provision for involuntary bankruptey. It is to be regretted that any opposition should have been made to so wise a measure. If this opposition is merely in the interest of a favored few. Congress should not permit itself to be imposed upon, nor be betrayed into repealing the only safeguard that the Bankruptcy act has spread around injured creditors. Take away the right to force a failing debtor into bankruptcy, and the doors are opened to every fraud that a wary insolvent can practice against his victims. Let the Committee preserve this measure, but let them also provide against collesive petitions between debtor and creditor, one of the most fruitful sources of fraud [generated by the Bankrupt act, and a practice too frequently indulged in. Thus a dishonest debtor can have a petition filed against himself, and under cover of the delays which his friendly credite sanctions, force his remaining creditors to a settlement while he is in the mean time spiriting away his property. pending negotiations for a compromise, thus providing against his want of success should he fail to arrange with his creditors. Now there should be no such loop-

with his creditors. Now there should be no such loophole for dishonest debtors, and a stringent provision
should be made against such abuses of the law. But at
the same time the involuntary clause should be retained,
for without it the Bankruptcy act is no longer a protection to creditors.

Of course, in making these faw suggestions, I write
under the reasonable presumption that your Committee
will not favor the repeal of the act. Its utility has been
demonstrated by the experience of the past seven years,
and a very large majority of the respectable mercantile
community would be seriously troubled were they now
deprived of so potent a protector. Murmur even as they
may against exportant fees, few will deay that the
Bankruptcy act, properly administered, will enable
them to save more money than they can without its aid,
less opportantly presents itself to practice the frauds
apon his creditors than would be in his power in the
absence of a beneficant Bankrupt law. And however
matured the conception of a crime, or of the intent to
cheat, a rigorous application of the provisions of a wellordained Bankruptcy law will not fail to circumvent
dishonesty, or to enable the courts to mete out a proper
punishment for rascality.

Tranting you will pardon the liberty I have taken in

ordained Bankruptcy law courts to mete out a proper dishonesty, or to enable the courts to mete out a proper panishment for rascality.

Trusting you will pardon the liberty I have taken in thus addressing you, which I can only justify by the importance of the bill under consideration, I have the honor to remain, very respectfully, yours.

ADOLEH L. SANGER.

The Hon. Allen G. Thurman. THE PHILOSOPHY OF BANKRUPT LAWS. REPEAL NOT WHAT IS NEEDED-PRINCIPLES ON

WHICH THE LAW SHOULD BE AMENDED. SIR: Many sciolists contend that it would be

better if all laws for the collection of debts were abolished, and trade carried on simply on a cash system. This proposition will, at a glance, be seen to be erroneous. But even if all such laws were repeated, that would not terminate all transactions on credit. Credit is composed of two elements—a reliance on the protection afforded by the laws, and confidence in the persona integrity of the debtor. The latter would remain even if the former were withdrawn. Consequently ther would continue to be credit transactions. If there were no laws for the enforcement of the obligation thus contracted, fraud and rascality could be perpetrated with nity. But no civilized community could tole such a condition of affairs.

Credit is the confidence reposed by the creditor in th debtor. The credit is given upon the faith that the debtor will strictly perform his obligations, or in case of inability from accident or other cause will do all that justice requires to protect the interests of the creditor Every violation of this faith is a fraud. It is an abuse of confidence against which the law ought to afford am ple protection. This is the design and object of bank-rupt laws. The earliest English bankrupt law established a system of involuntary bankruptcy alone, and quaintly describes the persons who were the objects o its provisious as those who "craftily obtaining into their hands great substance of other men's goods, do suddenly fice to parts unknown or keep their houses. In those times a bankrupt was regarded as a criminal, and it is only in a more humane age, capable of discriminating between misfortune and crime, that insolven debtors have been treated with more consideration, and bankrupt laws established upon broader and more liberal principles. In considering this subject, however, it should be remembered that the earliest laws es-

ever, it should be remembered that the earliest laws established a system of involuntary bankruptey alone and that for this reason it was one seriously contended that the power of Congress was limited to the enactment of that class of laws.

The design of bankrupt laws is to protect creditors from fraudulent failures and to provide a mode for the distribution of insolvent estates. They belong strictly to the laws for the collection of debts. No one proposes to abolish such laws entirely, or even to repeal all insolvent laws. Those who propose to repeal the present Bankrupt law do not also advocate a repeal of all State insolvent laws. The question at issue is not whether there shall be a bankrupt law, but whether there shall be a bankrupt law or a congeries of conflicting State insolvent laws.

insolvent laws. The question is lossed in the whether there shall be a national bankrupt law or a congeries of condicting State maolvent laws.

That question can be more easily decided by considering the true relation between debtor and creditor. When a debtor is insolvent it is manifest that all his property has been purchased with the money of his creditors. Legally he has the title and can dispose of it as he pleases; morally and equitably he is a mere trustee, and holds the property under an obligation to dispose of it for their benefit alone. As all contributed to the purchase of the property, they are all entitled to share in it slike in proportion to their demands. Their rights are precisely the same as if the debtor, instead of being the legal owner, had been merely appointed as agent to purchase the property with funds contributed by all for that purpose. Hence the wrong and the immorality of preferences, which all jurists and legislators have denounced as mischievous and injurious to commerce. The fundamental principle of a bankrupt law is to distribute all the property equally among the creditors, and this end cannot be attained by a State insolvent law, for that cannot operate on non-residents, or prevent the attachment of property that may happen to be in another State. This is the reason why the State insolvent law, for that cannot operate on non-residents, or prevent the attachment of property that may happen to be in another State. This is the reason why the State insolvent law shave proved so inclinient and have been so rarely used.

As the debtor is a mere trustee for they redditors' benefit, he ought to be removed from his trust if he abuses his power, or forfeits their confidence. Hence the necessity and justice of a system of involuntary bankruptey. It has been objected to this system that it injures the debtor's credit, but this objection is erroneous in fact. The credit of Jay Cooke & Co. was injured by the failure to meet their paper, and within 14 hours after that their suspension was k

nours after that their suspension was known all over the United States. From that moment their credit was gone. The telegraph burt it, and not the bankrupt law. In the case of debtors of less note, the tailure is made known through the mercantile agencies.

The principle of the equal rights of creditors, however, shows one defect in the present law. As all have equal rights it is but just that the majority in interest should control the disposition of the estate. Under the law as it now stands, one creditor can thwart the wishes of all the others. It a composition is deemed advantageous he can withhold his assent and demand payment either in full or larger than his due proportion, as a condition for allowing a settlement which is really beneficial to all concerned. Such conduct is an abuse that ought to be prevented. It is repugnant to the genins of our institutions, which requires that the majority shall rule, and it leads to waste and enjoys the confidence of his creditors he can wind up his affairs better that any court or any official. He is acquainted with those who are indebted to his estate and is familiar with the best mode of disposing of the goods belonging to his particular trade. Such arrangements have a good moral effect. They tend to promote friendly and confidential feelings between debtors and creditors, and to make every debtor so arrange his affairs as to be able to effect a composition.

What is needed is a system of involuntary bankruptey to coerce creditors into compositions, and a provision

What is needed is a system of involuntary bankruptcy

creditors building upon all the creditors, so as to induce debtors to seek such arrangements.

There is no subject that has wider bearings or a more intimate connection with the morals of the people, or whose ultimate determination demands higher windom or statesmanship, or will have a wider influence on the commerce of this great commercial country.

New-York, Dec. 31, 1873.

ITS WORKING BENEFICIAL IN THE MAIN. o the Editor of The Tribune.

SIR: I have watched the operation of the

Bankrupt law some as a newspaper man, and while I have seen some abuses in it, believe it to be in the main peneficial. I will give my opinions on both sides briefly. It is benedicial in that it prevents dishonest and unfair ailures and preferments of creditors. When a man finds bimself in trouble and unable to pay, by making a air showing he can bring about a liberal compromise with his creditors and perhaps go on. If his showing appears unfair, creditors can, by commencing proceed ngs in bankruptey, soon ascertain whether he has been playing any unfair game to save something or cheat Judgments confessed within a short time or obtained by default, do not have a preference over more lenient creditors. An honest man not hopelessly buried under liabilities, need not, as a general thing fear the law. A man who has business capacity is some times hopelessly insolvent, but cannot secure any release so as to go on, even if he have friends able and willing to assist him. I have known a few of this class out through the Bankruptcy Court by the aid of friends who now feel confidence in helping them to go on and try to start in business. Here, in the country I have known such cases, said to be released, for the moderate sum of \$300 or thereabouts. So many such ases have been in the courts it has seemed that the dividends were very small. The Bankrupt law thus

cases have been in the courts it has seemed that the dividends were very small. The Bankrupt law thus proves beneficial in more ways than one. In a case where a firm attempted dishonest bankruptey, the law gave the creditors such powers of inquisition that it was discovered that the three partners had each a house in the name of his wife, purchased with the firm funds; or rather A had given B's wife a house, B had given C's wife a house, and C had presented A's wife with one. Now for a few objections to the working of the law. All accounts are required to be proved before the Register, and here in the country he charges \$1 for each claim in the country he charges \$1 for each claim in the action of the country he charges \$1 for each claim in the country he charges \$1 for each claim. One Register took the claims proved before a unitary public or any officer authorized by law to take affidavits and swear to their claims. One Register took the claims proved before a United States Commissioner and decided them decided, but he copied the same almost verbatim and took \$1 for it. In another recent case which came to my knowledge, I heard of Judge Blatchford allowing a lawyer \$20 on each of several \$1,000 coupon bonds beid by a creditor, the lawyer claiming to have been employed by the said creditor being a bank whose President is a lawyer, who appoared in behalf of his bank and other creditors. Reduce the fees and expenses of administering the law, and let it have seen more good than harm in the Bankrupt law.

Aron, N. Y., Jan. 6, 1874.

REPEAL IS THE CRY OF SPECULATORS.

to the Editor of The Tribune. SIR: In a few days Congress will be in sion again, and among the measures to be pressed upon their attention is a repeal of the Bankrupt law. The early movement in that direction, shadowed forth in Mr. Tremain's bill, was denounced in the House of Representatives as a measure in the interest of Jay Cooke & Co., and went to the Senate shorn of its retro nctive provisions. That was a gain, for it sent adrift the inanciers already in the courts of bankruptcy and whatever interested influence they were able to command.

The merchants and business men have not petitioned for repeal. What they need and desire is that the law may be judiciously amended; that there may be more expedition and less complication and expense in and about the administration of bankrupt estates. The about the administration of bankrupt cataes. Indeeding merchants of New York have spoken thus—such as Arnold, Constable & Co., Richard Iselin & Co., S. B. Chittenden & Co., E. S. Jaffray & Co., and many others—and remonstrated against repeal. Business men everywhere understand that a bankrupt law that can be cheaply and expeditionally administered is a necessity in every mercantile community, and the voice of this constituency ought to be potent at Washington. I attempted to enforce this view of the law in a communityment of Tay Trungs of Dec. 3.

constituency ought to be potent at Washington. I attempted to enforce this view of the law in a communication in The Thiunke of Dec. 3.

Nevertheless, there is clamor for repeal of the law. It comes up not from the channels of legitimate trade and business but chiefly from the abodes of wild speculation and questionable financiering. It is extremely inconvenient to those who speculate with the money of confiding depositors and lose, to be compelled to an account with the victims of misplaced confidence. The Bankrupt law is very much in the way of illegitimate transactions of all kinds; but that should recommend it to the favor of right meaning persons. Those who hold out false lights and unfounded representations to lure the unweary and get possession of their honest carnings, naturally array themselves against the law which punishes fraudulent bankruptcy and denounces preferences, concesiments, and certain transfers of property out of the reach of honest creditors. It is death and destruction to such, whether bankers as treat or savings companies, that the true condition of their affairs should be known to creditors. Hence much of the opposition to a Bankrupt law which has been developed within the last few months. It should be understood that the opposition to any form of Bankrupt law comes not from the channels of legitimate business—which it is the province of legislators to foster and protect—but from the channels of illegitimate transactions, which wise legislators will not rayor or promote.

Pailadelphia, Penn., Dec. 31, 1873.

THE EXPANSION OF A GREAT BUSINESS. In the growth of this metropolis for a gen-

eration there have been seen the rise and expansion of several great business houses, whose success has shown a striking way what enterprise, thrift progress onward and outward of the operations of the merchant princes of New-York mainly has been rapid without rashness, ambitious but not overweening, and n a good proportion of cases, the fit reward of indefatigable ditigence directed by uncommon foresight and ample breadth of purpose. Perhaps in no one of the chief concerns of the city has success been more plainly the fruition of ceaseless application, careful judgment, and special aptness, than in the case of Lord & Taylor. The beginning, over torty years ago, was humble, and the contrast between he single lowly building, then sufficient, and the three stately structures which the firm now occupies is remark able. In 1830 Lord & Taylor started business together n Catharine-st. with a small store, to which in a few years another was added; in 1855 the well-known retail stablishment at Grand and Chrystie-sts. was opened; n four years more the handsome edifice at Grand-st. and Broadway was required. There with the use of a single room was begun the wholesale trade in which this firm is now so prominent. Ten years after, in November, 1869, the spacious iron building at Twentiethst and Broadway received the retail trade transferred from the lower Broadway establishment, which was wholly given up to wholesale use. The up-town store has been the scene of many noteworthy innovations The opening of a furniture department about a year brought out much interest in artistic new line added there has been abundant energy to excel and the ambition [manifested has not stopped short of the best. So this great dry goods house can now furnish forth a mansion on Murray Hill or a superb Sound steamboat in a style which the chiefs of the furnishing firms, the men who give themselves to that alone, can not surpase. And not only can Lord & Taylor fit up luxurionsly the abodes of wealth, but they make the prettiest toilettes desirable for the fair occupants thereof. In the dressmaking department they have from 60 to 75 dressmakers busy throughout the year. The diversity of the stock in this store shows the overflow of restless, many-sided Yankee wit. Certainly it is a rare sight to see a diamond department and a jewelry department in a dry goods house. But these Lord & Taylor have, and well-filled they are. Their millinery department, their dress goods, their fine silks, America and foreign, their dainty laces and luxurious furs. are the daily admiration of thousands of visitors, who find the elegant reception-room-another novel idea of this house-charmingly convenovel idea of this house—charmingly convenient. To them has been transferred the New York agency of the American silks of Cheney Bros., an American manufacture which has made marvelous progress in the face of great difficulties. Of Lord & Taylor's display, of all which it has entered into the heart of woman to desire in the way of apparel, time fails to speak. Reference may be made to their recently-concluded arrangement to control, with the manufacturer, the sale of the best perfumes made in this country, and to their buying-up of the production of a favorite kind of kid gloves.

In the annals of the ill mof Lord & Taylor there are some noteworthy incidents. This has never been an

In the annals of the firm of Lord & Taylor there are some noteworthy incidents. This has never been an exclusively family partnership, as in some other great houses in New York, nor has it been jealously limited in any way. One of the present partners served the house 30 years ago in a very humble place, and one who retired resently rose from the same lowly beginning. Since the start five partners have retired—each with a large fortune—making way for younger men. Samed Lord, the founder, went out several years ago with vast wealth. He first established the one-price system in dry goods. It met with much reproach at first, but became the corner-stone of the firm's prosperity. A fact not generally known is that there has been no one of the name of Taylor in the firm for some years, but by special came the corner-stone of the firm's prosperity. A fact not generally known is that there has been no one of the name of Taylor in the firm for some years, but by special act of the Legislature it is allowed to retain the well-known name of Lord & Taylor as long as there may be a Lord connected with it.

means of simplifying the method of dry gliding iron, and for painting gold designs therefrom. By simply rubbing with the amalgam the surfaces of iron and similar metals, although oxidized are at once amalgamated. Some solution of gold is then applied quickly on the amalgamated surface, and the mercary volatilized by the heat of a lamp or lire. A very uniform

gilding is thus obtained, admitting of high polish With silver and platinum salts similar results are

INTERNAL BEVENUE MISMANAGEMENT.

DECREASE IN THE TAXES COLLECTED ON DISTILLED SPIRITS-A DEFICIENCY OF TEN MILLION GAL-TONS IN 1873 AS COMPARED WITH FORMER YEARS-MAKING ENDS MEET IN THE INTERIOR

To the Editor of The Tribune.

DEPARTMENT.

SIR: It has now become a question between the Administration and the people whether the extravagance which has brought the Treasury to its present straits is to cease, or whether the people, already overtaxed and heavily burdened, are to see old taxes raised, new ones imposed, and their burdens made still more grievous. This Administration can never be justly accused of economical tendencies or able financiering, but not one-half of the truth in these matters is yet generally known. For a record of mal-administration in the collection of the revenues, let me commend your attention to the The Internal Revenue receipts from distilled spirits

have been as follows, the first distilling not being included:

1870. \$49,802,759 87 | 1872. \$43,534,199 87 1871. 39,970,783 40 | 1873. 42,016,748 18 During 1870, 1871, and 1872, the tax was 50 cents per

rallon, with additional taxes known as the barrel and per diem capacity taxes, making in all a rate of about 64 cents per gallon. In 1873 the latter taxes were abolished and the rate fixed at 70 cents per gallon. Taking 70 cents per gallon as the rate, the taxes would have been as follows on spirits proper without stamps:

The \$2,067,611 89 difference in 1873 was for taxes due to former years and for stamps. Or taking the number of gallons each year the figures are, as hown by the Commissioners' report :

Average of 1870, and '71.....

The latter test presents very clearly the actual falling off in revenue, for while in 1873 the receipts were larger than in 1871 by about \$2,000,000, the number of gallons of spirits in 1873 was nearly 3,000,-000 less than that on which tax was paid in 1871; and the total sum was swelled in 1873 by receipt of taxes due to former years.

Mr. Delano estimated in 1870 the annual product

at 80,000,000 gallons, and he collected taxes on more that 77,000,000. Taking 80,000,000 as the actual product, Mr. Douglass failed to collect the tax in 1873 on 23,000,000 or 30 per cent. of the product. In the face of this there were more stamps used in 1873 than in either of the years 1870, 1871 and 1879, al though these stamps represent quantity distilled, and are considered a very accurate test. The "Warehouse," "Rectifiers" and "Wholesale Liquor Dealers," which were paid for by the consumers thereof aggregated as follows: 1870. 3,289,853 | 1872. 3,189 163 1871. 3,033,708 | 1873. 4,201,915

One million more in 1873 than the average of 1870, 1871, and 1872, and yet a smaller number of gallons was taxed in 1873. The foregoing shows a large falling-off in 1873 of

taxable gallons compared with 1870, 1871, and 1872, and that is the main fact. Delano, in his estimate of 80,000,000, was shrewd, because he had collected on 77,000,000. That the annual product is much greater than Delano's estimate no one who has any personal knowledge of the distilling business of the whole country has any doubt, and it is said to have been in excess of 100,000,000 in 1872 by one who had very intimate knowledge of what was produced that fiscal year. Again, we hear through the press of all the captures of the tea-kettle distilleries of the mountain districts of Tennessee; but in a case like that of the 'Antioch" distillery in California, where hundreds of thousands of dollars of revenue are lost to the Treasury, there is no mention of fraud of any importance, because it reflects too seriously upon the impotent head of the office. Mr. Douglass, to save his reputation, forced the collection of two annual special taxes into the fiscal year 1873; that is to say, in former years the annual lists of the assessor did not come into the collector's hands until after the expiration of the fiscal year in which the assessments were made, so that the collection of the special taxes of 1872 were mostly carried to the credit of 1873, and in the Spring of 1873 he hurried up the special taxes, so that they were That was good generalship for the time being; but what will the year 1874 do, unless he can also hurry in two special taxes, when he has only one to col-

Washington, D. C., Jan. 5, 1873.

TOWN-SITE BINGS AT THE WEST.

To the Editor of The Tribune.

SIR: I have just seen the following editorial paragraph printed in the last issue of The Nation The Nation of Nov. 20, 1873, contained a paragraph

ion of their nature taken from a letter of the Grange correspondent of THE TRIBUNE. Two correspondents have written to us complaining of the paragraph as containing unjust aspersions upon the character of the Atchison, Topeks and Santa Fé Railroad. Among the statements contained in the paragraph was one to the effect that the land-grant railroads 'got their own sections exempted from State taxation; snother, that a certain county court-house was being built in one Road worth \$200,000, as well as 'a very expensive bridge;' and another, that as land is sold by the road on 11 years' credit, the title does not pass for 11 years, and the State cannot tax for 11 years. Our correspond ents, who ought to know about this, say that the railroad sections are not exempt from State taxation, that the cost of the most expensive Court-house on the line of

the road was \$40,000 or \$50,000, and not \$100,000; that as to the bridge, it cost \$12,000, was a plain structure, and an absolute necessity; that in the very county mentioned by THE TRIBUNE correspondent, five-sixths of the taxes levied in 1873 were levied against the road in question. This looks very badly for the accuracy of the Grange correspondent of THE TRIBUNE, whose statements in the matter we had supposed we could rely upon."

A reference to the letter in question will show that

the remarks contained in it about the Atchison, Topeka and Santa Fé Railroad were prefaced as follows: "A gentleman who has recently returned from an ex

tents Fé Road told me to-day that at one of the town he visited he found a county court-house," &c. This gentleman I met in Chicago, and I privately in-

close his name, that you may see that my authority was good one. If there was any mistake about the statenents, I was not responsible for it, as I was careful to give the source of my information, and to repeat no reports which I did not receive from respectable, and, as I apposed, responsible persons. I know nothing about the taxation of the lands of the

Atchison, Topeka and Santa Fé road except (as I said in my letter) what this gentleman who had been over the road told me. I do know, however, that there has been a controversy between nearly all of the land-grant rathoads and the State and local authorities through which the roads extend in regard to taxation. Many of the roads (of which I have no doubt the A. T. and S. F. road is one) have neglected to complete their titles to their lands by taking out their patents, even after they have sold their claims to them to settlers, and that the latter are now refusing to pay State and local taxes on the ground that the United States Government is still in

technical possession of the lands.

As to the cost of the Court-house, bridge, &c., I did not say that I was personally cognizant of the facts. but simply repeated what my friend told me he had seen. I cannot conjecture how The Nation's cor-respondents know which county I referred to, unless there have been some very extravagant expenditures somewhere on the line of the road, as I never knew mfself what counties my friend visited.

I am glad to have learned within the past few days that this injustice has been brought to the attention some prominent Western Senators and Representatives in Congress, and that measures will be taken to correct THE TRIBUNE'S GRANGE CORRESPONDENT.

Washington, D. C., Jan. 5, 1874